### BUSINESS STILL BOOMING

Indianapolis Lines Find Difficulty in Handling All the Freight Offered.

Passenger Engines Pressed Into Service to Prevent a Bleckade-Another of Finley's Rulings Reversed by Arbitrators.

Despite the wintry weather of ten days past the train records show a maximum volume of freight to be moving. Just now the tonnage handled is limited more by the power which can be commanded to haul it than by the cars to load. Seldom, if ever before, has locomotive power, even to pressing passenger engines into freight service, been in such general demand with Indianapolis lines, and so much business is in sight that freight men are of opinion that there will be no falling off in tonnage before the resumption of lake navigation, if then, as the larger volume of the grain traffic for export is still going via Baltimore and Newport News, with only fair shipments via Philadelphia and New York. The export shipments of grain via Boston cut no figure with Indianapolis lines, 95 per cent. of such business being shipped from Chicago. While the east-bound traffic is made up largely of grain, the shipments of flour, heading, staves and poultry are heavy for January. The shipments of cattle are seldom as light, while more hogs have been shipped in the last ninety days to Buffalo, New York and New England markets than in times past have been shipped in a year. West-bound traffic is increasing, but the increase will not become of much importance before next month, as rates are so well maintained that it does not pay Western merchants to purchase for shipment shead of the season. Conversation with some of the leading merchants gives evidence that it is to their advantage to have rates strictly adhered to, as, when they are demoralized, one merchant is given lower rates than some others, and this works disadvantageously in the end to the line which carries the business, as well as to the merchant not favored with the lower rate. The roads are bringing west more anthracite coal and coke than in any January in some years, and the shipments of railway supplies are unusually heavy. Through business with north-and-south roads has not been lighter at any time in years. It will be noticed that the J., M. & I., the L., N. A. & C. and the L. E. & W. are handling but little of this class of business, the corresponding the local ness, the car reports representing the local business these roads are doing. The Chicago division of the Big Four can hardly be classed with the the north-and-south roads, as doubtless 85 per cent, of its through business would come under the head of East and West bound. Local traffic is improving the last few days, is of a fair average winter volume and from this on will increase, the dull period having been passed. Below is given the number of loaded cars received and forwarded at this point for the week ending Jan. 23, as compared with the corresponding week of the preceding two years: 1 81 81 8

Name of Road.	ls92	loaded cars,	loaded cars,
L., N. A. & C., Air-line. L., D. & W. C., H. & D. (Ind'p'l's div.). L. E. & W.  Penn'a lines  I. & V. J., M. & I. Chic'godiv. Col'b's div. Feoria & SEast div. Eastern Westdiv. Ci'c'n'ati div. lines  St. Louis div. Cl'v'l'nd div. Vandalia	311 406 836 486 336 658 359 1,491 1,302 1,412 2,683 3,170 1,900 1,587 2,028		298 342 781 420 2,031 616 1,036 480 1,329 691 770 1,697 2,499 1,802 1,974
Totals		18,375 4,206	
Total movement	23,975	22,581	20,978

Finley's Ruling Set Aside.

For weeks past the more prominent of the passenger men have watched with a good deal of interest the different phases of the rulings of Chairman Finley against the Chicago & Rock Island road on the commission question, which resulted finally in bringing the matter before a board of arbitrators, consisting of Messrs. Atmore, Mahoney and Barker, who gave, on Saturday, the following decision:

"In the matter of the appeal of the Chicago, Rock Island & Pacific Railway Company from the ruling of the chairman of the Western Passenger Association, declin-ing that company's application for author-ity to pay increased commissions on sea-board immigration business, the board of arbitration selected respectfully submit that on a critical examination of the evidence they find that the preponderance of the same proves beyond a reasonable doubt that excess commissions are being paid in the city of New York to California points bridge. It gives us just what we have forced to this conclusion, they are reluctantly compelled to reverse the decision of the chairman so far as that particular bus-iness is concerned."

This is the most important decision that has been rendered in passenger circles for a long time. While it leaves two or three points undecided, it virtually reverses the decision of the Western Traffic Association, of which Mr. Walker is chairman. It does not decide the question of immigrant commissions from Kansas City, Denver and other interior points, but it is rumored that this is not because the arbitrators did not believe these commissions were being paid, but that the fact had not been proven by the Rock Island company. The Rock Island desired a decision on all points, and this the arbitrators did not

Kansas Roads Alarmed, The railroad companies are beginning to regard Kansas with as much anxiety and foreboding as they did Iowa three years ago. The railway commissioners of the former State seem to be emulating those of Iowa in making a record for themselves at the expense of the transportation companies. Their latest order directs a reduction as early as Feb. 1 of fifth-class rates from the Missouri river to interior Kansas jobbing points, and is a serious blow to the lines interested in Kansas traffic. The average reduction will be from 5 to 8 cents per one hundred pounds on fifth class, which is largely car-load freight, and will directly affect fourth class, which is less than car lots, and indirectly other classes.

There is also considerable grumbling over the order to reduce the live-stock rate 2 cents per one hundred pounds to Hutchinson and Wichita within a radius of eighty-five miles. These decrees follow so closely upon the wholesale-grocer decision of Jan. 7 that Western managers are beginning to wonder where the end will be. Some goesip is heard in regard to the edict in the sugar case, in which the Kansas commissioners overruled a decision of the Interstate-commerce Commission. The opinion as expressed that the lines the revenues of which are seriously affected will decide to appeal to the courts.

Radical Change on the Big Four. A telegram from a correspondent of the Journal in Springfield, O., states that J. E. Rose, superintendent of the Cincinnati division of the Big Four, has been appointed superintendent of transportation of the Big Four lines, with headquarters at Indianapolis. This is a newly created position on the Big Four, and it carries with it supervision of the car-accountant's department. The successor of Mr. Rose as superintendent has not as yet been fully decided upon.

Traffic Notes. Last week Belt-road engines bandled 1.267 car-loads of live stock, against 1,269 in the corresponding week of 1891, and 1,488

There were transferred over the Belt road in the week ending Jan. 28 a total of 15,541 cars, against 14,902 in the corresponding week of 1891, and 13,628 in 1890.

The east-bound movement with through lines continues to be about 35 per cent. heavier than the west-bound movement of loaded cars. Next month a much more even movement in each direction is looked

week, out of a movement of 977 cars handled at Indianapolis, but 141 were empty.

Cleaning out the elevator of the Indianapolis; Decatur & Western, on the West Side, of a large portion of the grain in it, enabled the road to handle more grain the last few days than in some weeks previous, and it will show in this month's earnings. Superintendent Bender thinks the west end of the Chicago division of the Big Four last week brought more loaded cars into Indianapolis than in any previous week in its history, the train records showing that there were received from the West over this division 1,686 cars. On Sunday, the 17th, there were brought in 311 loaded cars. The movement of empty cars is falling off sharply. The Bee-line division of the Big Four brought west but 238 empty cars, and the Pennsylvania line 450. The Vandalia took west from Indianapolis but 442 empty cars, and the St. Louis division of the Big Four 458. In each case this is 50 per cent. fewer cars than in the week ending Jan. 23,

Personal, Local and General Notes. Howard Bean, private secretary to General Superintendent Peck, of the Big Four,

George Brecount, who represents the Louisville, New Albany & Chicago road at Cincinnati, is seriously ill. Rumors are current of important changes in the management of the New York Cen-

tral road to take place about Feb. 1. J. T. Penton, auditor of the Louisville, New Orleans & Texas road, died on Satur-day. His remains will be buried at Louis-

ville, Ky., to-day. The Louisville, New Albany & Chicago earned in the second week of January \$43,340. Increase over the corresponding week of 1891, \$1,315.

R. H. Wallace, ticket agent of the Erie lines at Oil City. has been appointed trav-eling passenger agent of the Erie lines, with headquarters at Youngstown, O. The official statement shows that the C.,

C., C. & St. L. (Big Four) earned in the second week of January, \$268,843; increase over the corresponding week of 1891, \$9,618. Charles E. Kimball, president of the Charleston, Sumter & Northern road, has been appointed receiver of the property. This is one of John S. Silver's early enter-

The Vandalia is running its passenger equipment through the shops, repairing it generally inside and outside. As they come out they are being placed to run between St. Louis and Pittsburg and St. Louis

and Chicago. Traffic Manager Grammar, of the Mackey ines, thinks that within ten days the obstructions in the Patton tunnel will be so far removed that through business can be resumed on the Louisville, Evansville & St. Louis road.

An effort is to be made to make the excelent dining-car service on the Cincinnati, Hamilton & Dayton and the Monon be-tween Cincinnati and Chicago self-support-ing. Hereafter trainmen and all who take meals in these cars will be expected to pay 75 cents for each meal.

The management of the Chicago, Burlington & Quincy road has given instructions that full complements of men be employed at all shops on their system, and that turning out new work, in addition to making repairs, be pushed to the largest capacity of the shops.

There being no conductor to take Train 3, over the Monon, out on Saturday last, ieneral Superintendent Collins ordered I. D. Baldwin, district passenger agent, to take charge of the train and run it to Chicago, which he did in a very creditable manner. It has been eight years since he had been placed in charge of a train.

In addition to those named in Saturday's Journal Oscar Murray, traffic manager of the Big Four; D. B. Martin, general pas-senger agent of the Big Four; E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, and W. B. Shattuc, general passenger agent of the Ohio & Mississippi road, attended the funeral of B. W. McCullough, at Sidney, O., yesterday afternoon.

The Pullman company has agreed to build twenty-five new sleeping cars for the Pennsylvania lines. An official of the Pennsylvania Company states that two of these new cars will be put on the local run between Indianapolis and Pittsburg, night-ly: two on the local run between Indianapolis and Chicago, and two between Springfield, O., and Chicago. The others will go on the through runs between St. Louis and New York and Chicago and New

Complaint is heard that the through eastand-west trains are so frequently late in arriving at terminals. A business man who recently went East over the Baltimore the Ohio and returned via the Pennsylvania, says he wonders that the trains get through at all so lined are the roads with freight trains. All roads are now handling more business than ever before, and the time they make and exemption from accident shows ability in the train-dispatchers'

departments. President McLeod, of the Reading Rail-road Company, confirms a statement that his company has secured control of the Poughkeepsie bridge. Said he: 'The Read-ing has alone secured the Poughkeepsie in considering our coal trade alone the importance is incalculable." A meeting of the bondholders' committee of the Pough-Reepsie Bridge Company has been called for to recommend or reject the lease.

By misdirection a car-load of coal was sent to Muncie over the Lake Erie & West-ern road. After it had stood on a sidetrack for seven weeks, no one claiming it, the company ordered the coal sold. Mr. Stevens, the agent of the company at that point, notified them that they would have to take the coal somewhere else to sell it, as the people of Muncie had long since forgotten how to use coal. An apology was sent at once by the management to the citizens of Muncie, which town has more natural gas than it knows what to do with.

Another change is soon to be made in running trains east from here over the Pennsylvania line. Second No. 6, leaving Indianapolis in the morning, is to be run via Dayton and Xenia, and No. 7 will come west over this route. A passenger coach will be hauled on each between indianapolis and Columbus to accommodate the business between Indianapolis and Dayton and Dayton and Columbus. These are the fast mail trains, but the stops of the trains will not be increased, and the line via Dayton and Xenia is eight miles the shortest.

The natural outlet of St. Louis to Euopean sea-ports has been via Eastern seaboard cities, with the exception of com-paratively small quantities sent via river and New Orleans. The Cairo Short-line and Illinois Central have changed this by the shipment of a complete cargo of flour from a St. Louis firm for Galway, Ireland, via rail and New Orleans. Five special trains were required, and all went through from East St. Louis to New Orleans without being separated en route, having special right of way along the entire line. This is the first instance of the kind in the history of St. Louis. Large quantities of flour are now going from there to Cuba by this route.

## An All Around Equipment.

South Bend Tribune. Then there is no man in the State better quipped for entertaining than Governor hase. All in the same day he can make a good political speech, deliver a literary address before a body of students, preach an excellent sermon, marry a couple and talk to them so nicely that they wonder why they did not enter matrimony before, and then wind up the day at camp fire, swapping army stories with the veterans of which he is one. Since his succession to the governorship, by the death of Governor Hovey, Rev. Ira J. Chase has shown Indi-anians that he can fill their highest office with credit to himself and to the people of this great State.

Cold Day for Gray. Washington Post. The Gray presidential boom should hasten to subscribe for some standard chest protector.

Constrmed. The favorable impression produced on the first appearance of the agreeable liquid fruit remedy, Syrup of Figs. a few years ago, has been more than confirmed In proportion to the number of cars by the pleasant experience of all who have handled the Cincinnati, Hamilton & Dayton (Indianapolis division) hauls fewer and manufacturers, the California Fig are dead. The works commenced employ
Harry S. Rowley,

Frank are the only ones now in the company.

Christian Spiegel and Christian Schrack are dead. The works commenced employ
Telephone 1334.

## RAPID GROWTH OF SUBURBS

Brightwood from an Industrial Stand-Point Has Inducements to Offer.

A Patent Ice Manufactory Gets Left-Display of a Draughtsman's Skill-Business Growth of the City-Industrial Notes.

Property-holders in Brightwood are much encouraged over the outlook for this suburb. Fifteen years ago this was the most promising suburb of Indianapolis. the new Bee-line shops were just completed, and everything looked promising, but a speculative fever overtook the owners of ground thereabouts, and it really drove many factories from that section, so high did prices on land become. But the last few years a more healthful feeling has become apparent, streets have been improved, a number of new neat cottages have been built, and several more will be built in the early spring. The suburb is well and economically governed, and vacant ground can be purchased at reasonable figures. The Big Four shops are employing nearly five hundred men, and the talk of removing them to any other point has subsided. The terra cotta-works are working more men than ever before, and the same is true of Gillette & Co. There is no longer a question as to the Tile-Roof-ing Company, of which John R. Elder is president, locating there and erecting a large plant, and a company is being organized to establish a large chair factory, which will employ several hundred people.
The company will be composed of men of ample capital to build an extensive plant, and there is a much brighter future evidently in store for Brightwood.

Draughtsman's Skill. Three drawings of merit, both from an artistic point of view as well as an exhibition of a high type of the draughtsman skill, noted at the art exhibit last week, were those from the draughting rooms of the Nordyke & Marmon Company, of this city They are detail drawings in India ink, showing perspective of interiors and location of machinery of three mills built by this company, two of 1,500 barrels daily capacity, each at Nashville, Tenn., the largest mills south of the Ohio river, and the four-thousand-barrel mill at Toledo, O., the largest winter wheat mill in the world. The delicacy and precision with which the outlines of the vast amount of machinery is produced shows the true artist and demonstrates that Indianepolis draughtsmen stand at the head of their profession. Handsome zine etchings have been made from the original drawings, and can be had by addressing or calling at the office of Nordyke & Marmon Company.

Great Scheme Throttled. Ninety days ago a stranger came to the city, and just south of Liebers' brewery erected a high wooden structure on which was to be mounted a pump, and so constructed that as the water came from the nozzle it would spray. With this he expected to, when it became cold weather, make ice enough to supply the market of Indianapolis, or, as he expressed it, "make a mountain of ice." He waited patiently for cold weather to carry out his experi-ment until Jan. 2, and it came not. He be-came discouraged, tore down his plant, and departed for a place where they had cold weather. It was only a day or two before the thermometer here began to drop toward zero, when he could have carried out his programme, which was really worrying the manufacturers of artificial ice.

### Industrial Notes.

The breweries are laying in 250,000 tons of ice. For ten days past they have had 110 teams hauling ice from the canal to their plants. The Indianapolis terra cotta-works last

thousand dollars' worth of work, mostly for Southern and Eastern cities. The Sheridan Brick Company, of which J. C. Adams, of this city, is president, have greatly enlarged their plant, and propose now to make one million brick a month. The Love Brothers, proprietors of the Indiana cotton-mills, have a large force of

week received new orders for over ten

men at work placing the machinery in their new building and hope to get started up by the last of next month at the furthest. The manufacturers of the Cyclone stacker have purchased the bent-wood plant, on the west side of the river, preparatory to enlarging their business. They will give employment to a considerable

number of men. The Pennsylvania Company has set aside a handsome appropriation to be expended in putting additional machinery in their shops in the eastern part of the city, which will result in considerably increasing the force of the shops.

The Home brewery has placed in its new plant nine pumps. The pump which furnishes the water will throw two hundred gallons a minute. The pumps which do of a smaller capacity.

The ice packers have nearly filled their present house capacity and some of them will erect additional buildings if the weather continues to look favorable for harvesting more ice. They have put up now about 200,000 tons.

An establishment to manufacture wire for the wire fences now coming into general use has just been started in this city by Charles Bridges. He expects that a large plant will grow out of this beginning, it being the only manufactory of this material in Indiana.

Business with the Indianapolis cabinetworks is again beginning to boom. Last week there were shipped from this establishment one car-load to Wilmington, Del., one to New York, one to San Francisco, one to Baltimore, three to London, England, and a large shipment to Cape Town, South Africa.

The Dean Brothers have the plans and specifications for their new shops which they propose to erect on the corner of First street and the Big Four tracks completed. The buildings will be in the shape of a "V," nine hundred feet long by sixty wide " nine hundred feet long by sixty wide and will be the most complete, well-lighted and convenient shops in the West.

Cincinnati boasts that there is no manufacturing center in the United States which derives so large a revenue from the manufacture of wagons, buggies and carriages. This may be true, but Indianapolis has an establishment which turns out annually more carts, wagons, buggies and carriages than any three establishments of this character in Cincinnati, and investigation will prove this assertion. One of the leading bankers remarked on

Saturday that one of the best features in connection with the manufacturing interests of this city is the fact that manufacturers are not obliged to borrow from the banks by 25 per cent. as much money as a few years ago, a majority of them having money in the bank to their credit most of the time. This denotes, said he, that they are doing a profitable, healthy business. O. R. Olsen, proprietor of the Indianapo-

lis bolt and machine-works, says he never was more pushed with orders, and is working day and night to fill them. Last week he closed contracts to furnish two million bolts, many of them of large size. His new bolt-making machine is a success, and he is now constructing a machine to cut the thread on any sized bolt much more rapidly than it can be done by any process now in

Fred Hauser, who owns the ground in the rear of the fancy-goods and notion-house of Charles Mayer, has notified tenants of the old buildings there that they must vacate by March 1, as he proposes to erect on the ground a four-story building, ex-tending from Pearl to Maryland street. A by Baker & Randolph, and other portions as a store-room for Charles Mayer & Co.
The building will be built of brick on stone

foundation. The furniture manufactory of Spiegel, Thoms & Co. is the oldest establishment of this character in the State. It was founded by Christian Spiegel, Fred Thoms, Chris Schrack and Henry Frank, in 1855. Of the

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ing fifteen men, the founders counting four of them, and they manufactured little then but cheap kitchen furniture, which was then most in demand, but they gradually enlarged until they now occupy two large buildings and employ from 125 to 150 men, and turn out furniture that compares favorably with that of any establishment in the country.

General Manager Cohen, of the Indianapolis Premier Steel Company, will to-day return to Philadelphia to complete the purchase of a new blooming-mill for which with the machinery attached the company pays \$100,000. It will be loaded and shipped to Indianapolis this week. An official of this establishment says that before another year rolls around this will be a \$1,000,000 plant. The owners have now gone so far that to take any back step would mean a very heavy moneyed loss.

After the partial burning of the woolen-mills of Gresendorf & Co. they enlarged their plant, expecting that with the increase in production they would be better able to fill their orders with desirable promptness, but, with the increase in production, the demand for their goods has increased. In this connection it is proper to state that the woolen goods manufactured by the two woolen-mills of this city stand high in reputation in the market, comparing favorably with any goods manufactured in this country.

The Burdsal white-lead, paint and var-nish manufacturing establishment is be-coming one of Indianapolis' most active industries. It was establishhed in 1875, and at first experienced hard sledding, it being quite difficult to convince Western people that as good an article of those named above could be manufactured west of Pittsburg. This establishment now takes the back seat to none as to quality and prices. Commencing in 1875 with three men it has grown until the pay-rolls now show fortythree men and women employed.

The first car-load of poultry was shipped from Indianapolis to New York by Budd & Huff in 1864, and on it they lost nearly \$400, but this did not discourage them and they continued in the business. They moved into larger quarters, and soon two other shipping firms were established. One, after three years, failed; the other continued, and by 1884 Indianapolis ranked as the point from where the largest quantities of poultry and eggs were shipped in the country, and it has held that position since. But the business is conducted on a somewhat different scale, each shipping-house of importance having branch houses from which they ship. The poultry and eggs are all purchased through the Indianapolis houses, and instead of one or two car-loads of poultry a week being shipped, often ten to twelve car-loads a day are shipped. In speaking of this a member of one of the largest firms said: "When we commenced business we paid \$1.90 per 100 pounds, weighing the coops, from Indianapolis to New York; now we pay but 90 cents. We paid 91 cents per 100 pounds for eggs; we now pay but 59 cents.

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